

**IN THE CLAIMS:**

Claims 1-6 cancelled.

7. (canceled) A pneumatic radial ply runflat tire having a tread, two inextensible annular beads, a carcass structure comprising a metal reinforced first or inner carcass ply, a second or outer carcass ply and an inner liner, a belt structure located between the tread and the carcass structure; and two sidewall regions each being reinforced by at least one wedge insert, the tire being characterized by:

the metal reinforced first carcass ply being sandwiched between two circumferentially disposed fabric layers;

said layers comprising parallel-aligned cords having both radially inwardmost and radially outwardmost portions disposed within the respective sidewall regions.

8. (canceled) The tire of claim 7 characterized in that the respective parallel-aligned cords of each of the two circumferentially disposed fabric layers in the respective sidewall regions are oriented at opposite angles of between 20 degrees and 50 degrees to each other in the circumferential direction.

9. (canceled) The tire of claim 7 characterized in that the two circumferentially disposed fabric layers in the respective sidewall regions have radial width of between 20 percent and 80 percent of the maximum radial reach of the respective wedge inserts.

10. (canceled) A radial ply runflat tire having a tread, a carcass structure comprising a metal reinforced first carcass ply, a second carcass ply, two inextensible annular beads and an inner liner, a belt structure located between the tread and the carcass structure, and two sidewall regions each being reinforced by a wedge insert, the tire characterized by:

a woven fabric layer circumferentially disposed axially inward of the metal reinforced first carcass ply;

said layer having both radially inwardmost and radially outwardmost portions disposed within the respective sidewall regions.

11. (canceled) The tire of claim 10 characterized in that the circumferentially disposed woven fabric layer in the respective sidewall regions have radial width of between 20 percent and 80 percent of the maximum radial reach of the respective wedge inserts.

12. (canceled) The tire of claim 10 characterized in that woven threads of the fabric cross each other at an angle of between 20 and 50 degrees with respect to the cords of the first carcass ply. - -

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13. (new) A pneumatic radial ply runflat tire having a carcass comprising:  
an inner liner,  
an inner carcass ply reinforced with substantially radially aligned metal wires,  
an outer carcass ply disposed axially outward of the inner liner, and  
a wedge insert disposed circumferentially in a sidewall region of the tire between the inner carcass ply and the outer carcass ply, and  
a first fabric layer comprising cords and disposed circumferentially in the sidewall region of the tire between the inner liner and the inner carcass ply.
14. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer are parallel-aligned.
15. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer have both radially inwardmost and radially outwardmost portions disposed within the the sidewall region.
16. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer are oriented at angles of between 20 and 50 degrees with respect to a circumferential direction of the tire.
17. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer are oriented at angles of between 39 and 45 degrees with respect to a circumferential direction of the tire.
18. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer have diameters of between 0.2 millimeters (mm) and 1.5 mm.
19. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer have diameters of between 0.3 millimeters (mm) and 1.0 mm.
20. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer have a cord density of 15 to 50 ends per inch (epi).
21. (new) Tire, according to claim 13, wherein:  
the cords of the first fabric layer have a cord density of 20 to 35 ends per inch (epi).
22. (new) Tire, according to claim 13, wherein:  
the first fabric layer comprises a material selected from the group consisting of nylon, polyester, aramid and rayon.
23. (new) Tire, according to claim 13, wherein:

the wedge insert has a radial reach within the sidewall of the tire, and the first fabric layer has a radial width of between 20 percent and 80 percent of the reach of the wedge insert.

24. (new) Tire, according to claim 13, wherein:  
the wedge insert has a radial reach within the sidewall of the tire, and  
the first fabric layer has a radial width of between 40 percent and 60 percent of the reach of the wedge insert.
25. (new) Tire, according to claim 13, wherein:  
the first fabric layer is centered substantially across a radially central area of the wedge insert.
26. (new) Tire, according to claim 13, wherein:  
the first fabric layer is in direct contact with the inner carcass ply.
27. (new) Tire, according to claim 13, further comprising:  
a second fabric layer comprising cords and disposed circumferentially in the sidewall region of the tire between the inner carcass ply and the wedge insert.
28. (new) Tire, according to claim 27, wherein:  
the cords of the first fabric layer are parallel-aligned,  
the cords of the second fabric layer are parallel-aligned, and  
the respective parallel-aligned cords of the first and second fabric layers are oriented at opposite angles of between 20 degrees and 50 degrees to each other in the circumferential direction.
29. (new) Tire, according to claim 27, wherein:  
the cords of the first fabric layer are oriented at angles of between 20 and 50 degrees with respect to a circumferential direction of the tire, and  
the cords of the second fabric layer are oriented at angles of between 20 and 50 degrees with respect to the circumferential direction of the tire.
30. (new) Tire, according to claim 29, wherein:  
the cords of the first fabric layer have diameters of between 0.2 millimeters (mm) and 1.5 mm, and  
the cords of the second fabric layer have diameters of between 0.2 millimeters (mm) and 1.5 mm.
31. (new) Tire, according to claim 27, wherein:  
the cords of the first fabric layer have a cord density of 15 to 50 ends per inch (epi), and  
the cords of the second fabric layer have a cord density of 15 to 50 ends per inch (epi).
32. (new) Tire, according to claim 27, wherein:  
the wedge insert has a radial reach within the sidewall of the tire,  
the first fabric layer has a radial width of between 20 percent and 80 percent of the reach

of the wedge insert, and  
the second fabric layer has a radial width of between 20 percent and 80 percent of the  
reach of the wedge insert.